

**THIRTY-FIRST ANNUAL REPORT**  
**OF THE**  
**NATIONAL ADVISORY COMMITTEE**  
**FOR AERONAUTICS**

**1945**

**INCLUDING TECHNICAL REPORTS**  
**NOS. 804 to 833**



**STABILITY RESEARCH DIVISION**

**UNITED STATES**  
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# TECHNICAL REPORTS

No.	Page		Page
804. Air-Consumption Parameters for Automatic Mixture Control of Aircraft Engines. By Sidney J. Shames, NACA.....	9	819. Formulas for Propellers in Yaw and Charts of the Side-Force Derivative. By Herbert S. Ribner, NACA.....	181
805. An Analysis of Life Expectancy of Airplane Wings in Normal Cruising Flight. By Abbott A. Putnam, NACA.....	15	820. Propellers in Yaw. By Herbert S. Ribner, NACA...	193
806. An Investigation of Backflow Phenomenon in Centrifugal Compressors. By William A. Benser and Jason J. Moses, NACA.....	25	821. Effect of the NACA Injection Impeller on the Mixture Distribution of Double-Row Radial Aircraft Engine. By Frank E. Marble, William K. Ritter, and Mahlon A. Miller, NACA.....	217
807. A Method of Analysis of V-G Records from Transport Operations. By A. M. Peiser and M. Wilkerson, NACA.....	41	822. Calculations of Economy of 18-Cylinder Radial Aircraft Engine with Exhaust-Gas Turbine Geared to the Crankshaft. By Richard W. Hannum and Richard H. Zimmerman, NACA.....	227
808. A Method for the Calculation of External Lift, Moment, and Pressure Drag of Slender Open-Nose Bodies of Revolution at Supersonic Speeds. By Clinton E. Brown and Hermon M. Parker, NACA.....	49	823. Experimental Verification of a Simplified Vee-Tail Theory and Analysis of Available Data on Complete Models with Vee-Tails. By Paul E. Purser and John P. Campbell, NACA.....	237
809. Principles of Moment Distribution Applied to Stability of Structures Composed of Bars or Plates. By Eugene E. Lundquist, Elbridge Z. Stowell, and Evan H. Schuette, NACA.....	57	824. Summary of Airfoil Data. By Ira H. Abbott, Albert E. von Doenhoff, and Louis S. Stivers, Jr., NACA...	259
810. Analysis and Modification of Theory for Impact of Seaplanes on Water. By Wilbur L. Mayo, NACA.....	71	825. Analysis of Wind-Tunnel Stability and Control Tests in Terms of Flying Qualities of Full-Scale Airplanes. By Gerald G. Kayten, NACA.....	523
811. Preignition-Limited Performance of Several Fuels. By Donald W. Male and John C. Evvard, NACA...	83	826. A Method for Determining the Camber and Twist of a Surface to Support a Given Distribution of Lift, with Applications to the Load over a Swept-back Wing. By Doris Cohen, NACA.....	543
812. Knock-Limited Performance of Several Internal Coolants. By Donald R. Bellman and John C. Evvard, NACA.....	89	827. Charts for the Minimum-Weight Design of 24S-T Aluminum-Alloy Flat Compression Panels with Longitudinal Z-Section Stiffeners. By Evan H. Schuette, NACA.....	553
813. Correlation of Exhaust-Valve Temperatures with Engine Operating Conditions and Valve Design in an Air-Cooled Cylinder. By M. A. Zipkin and J. C. Sanders, NACA.....	103	828. Bending and Shear Stresses Developed by the Instantaneous Arrest of the Root of a Moving Cantilever Beam. By Elbridge Z. Stowell, Edward B. Schwartz, and John C. Houbolt, NACA.....	581
814. A General Representation for Axial-Flow Fans and Turbines. By W. Perl and M. Tucker, NACA...	113	829. Summary of Measurements in Langley Full-Scale Tunnel of Maximum Lift Coefficients and Stalling Characteristics of Airplanes. By Harold H. Sweberg and Richard C. Dingeldein, NACA.....	591
815. Method of Matching Performance of Compressor Systems with that of Aircraft Power Sections. By Robert O. Bullock, Robert C. Keetch, and Jason J. Moses, NACA.....	119	830. A Method for Determining the Rate of Heat Transfer from a Wing or Streamline Body. By Charles W. Frick, Jr., and George B. McCullough, NACA....	627
816. Comparison of Wind-Tunnel and Flight Measurements of Stability and Control Characteristics of a Douglas A-26 Airplane. By Gerald G. Kayton and William Koven, NACA.....	127	831. An Analysis of the Dissipation of Heat in Conditions of Icing from a Section of the Wing of the C-46 Airplane. By J. K. Hardy, NACA.....	637
817. Nitrided-Steel Piston Rings for Engines of High Specific Power. By John H. Collins, Jr., Edmond E. Bisson, and Ralph F. Schmiedlin, NACA.....	141	832. A Systematic Investigation of Pressure Distributions at High Speeds over Five Representative NACA Low-Drag and Conventional Airfoil Sections. By Donald J. Graham, Gerald E. Nitzberg, and Robert N. Olson, NACA.....	647
818. An Experimental Investigation of Rectangular Exhaust-Gas Ejectors Applicable for Engine Cooling. By Eugene J. Manganiello and Donald Bogatsky, NACA.....	161	833. General Theory of Airfoil Sections Having Arbitrary Shape or Pressure Distribution. By H. Julian Allen, NACA.....	715



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*Headquarters, 1500 New Hampshire Avenue NW., Washington 25, D. C.*

Created by act of Congress approved March 3, 1915, for the supervision and direction of the scientific study of the problems of flight (U. S. Code, title 49, sec. 241). Its membership was increased to 15 by act approved March 2, 1929. The members are appointed by the President, and serve as such without compensation.

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# THIRTY-FIRST ANNUAL REPORT

## OF THE

# NATIONAL ADVISORY COMMITTEE FOR AERONAUTICS

### FOR 1945

WASHINGTON, D. C., *June 15, 1949.*

The Thirty-first Annual Report of the National Advisory Committee for Aeronautics covers the fiscal year 1945, and includes Technical Reports Nos. 804 to 833. Because of wartime security requirements, the Committee did not then prepare a formal report of its activities during the fiscal year 1945, and the technical reports of that year published in this volume were also withheld from general distribution at that time.

A summary of important research activities of the Committee during the war years was presented in the Thirty-second Annual Report of the Committee for the fiscal year 1946, published in 1947.

The National Advisory Committee for Aeronautics was established by act of Congress, approved March 3, 1915 (U. S. C. title 50, sec. 151), to "supervise and direct the scientific study of the problems of flight with a view to their practical solution" and "direct and conduct research and experiment in aeronautics" in such laboratories as may be placed under its direction. In 1945, the Committee had three major research stations: The Langley Memorial Aeronautical Laboratory, at Langley Field, Va.; the Ames Aeronautical Laboratory, at Moffett Field, Calif.; and the Aircraft Engine Research Laboratory, at Cleveland, Ohio.

In 1945 the decisive effect of superior air power in coordinated military operations was established. Sustained air attacks on German centers of production, particularly oil refineries and aircraft factories, were a major factor in rendering the German war machine virtually immobile and in hastening German capitulation. Allied aircraft in superior numbers and of superior quality had pinned what was left of the Luftwaffe to the ground, and roamed Germany almost at will in vital support of rapidly-moving Allied ground forces.

Air supremacy was also a major factor in bringing about the unconditional surrender of Japan.

These achievements were the product of total war effort, an important part of which was contributed by America's research laboratories. The major effort of the NACA was devoted to the task of increasing the effectiveness of America's combat aircraft. At the same time, the NACA was deeply engaged in research leading to the development of new types of aircraft and equipment. The increased speed capabilities of war-developed aircraft and the new impetus given to the possibility of supersonic flight by jet propulsion, posed new aerodynamic and structural problems that not only required remedial research as they were encountered, but defined a vast new field of research requiring intensive exploration. Extension of transonic and supersonic research facilities became a matter of high priority. Two small supersonic wind tunnels were completed at the Committee's propulsion research laboratory at Cleveland in June of 1945 and plans for further needed construction were advanced.

During the year, the following changes were made in the membership of the main Committee:

On August 17, 1944, Vice Adm. Aubrey W. Fitch, U. S. N., succeeded Rear Adm. John S. McCain, U. S. N., who was relieved for other duty.

On October 11, 1944, Rear Adm. Lawrence B. Richardson, U. S. N. succeeded Rear Adm. E. M. Pace, U. S. N., who retired from the service.

On January 20, 1945, Dr. Alexander Wetmore succeeded Dr. Charles G. Abbot on the Committee as Secretary of the Smithsonian Institution.

On June 11, 1945, Maj. Gen. Edward M. Powers, U. S. A. succeeded Maj. Gen. Oliver P. Echols, U. S. A., who retired from the service.



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The main Committee is assisted by a number of technical committees and subcommittees which recommend research programs in the various specialized fields. These committees are composed of representatives of Government agencies and individuals from industry and educational institutions, who are chosen on the basis of their personal knowledge of the special fields and who serve as committee members without pay. The members are selected with a view to assisting the main Committee with well informed advice in all the specialized fields of research.

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 Mr. William T. Piper, Piper Aircraft Corp.

## EXPANSION OF FACILITIES

During the fiscal year, the following research facilities were completed and placed in operation:

AIRCRAFT ENGINE RESEARCH LABORATORY,  
 CLEVELAND, OHIO

In August 1944, the Jet Propulsion Static Test Laboratory was completed. Compressor and turbine research facilities in the Engine Research Building were completed in November of 1944. In June 1945 two supersonic tunnels were completed, the 18- by 18-inch and the 20-inch circular.

LANGLEY MEMORIAL AERONAUTICAL LABORATORY,  
 LANGLEY FIELD, VA.

In April 1945, the Physical Research Laboratory was completed, providing special facilities for investigation of basic problems in physics that arise in many NACA research projects.

A pilotless aircraft research station was begun in the spring of 1945 at Wallops Island, Va. The first missile was fired in June of 1945.

## FINANCIAL REPORT

*Appropriations for the fiscal year 1945.*—Funds in the following amounts were appropriated for the Committee for the fiscal

year 1945 in the Independent Offices Appropriation Act, 1945, approved June 27, 1944; the First Supplemental Appropriation Act, 1945, approved December 22, 1944; and the First Deficiency Appropriation Act, 1945, approved April 25, 1945:

Salaries and expenses.....	\$26, 542, 330
Printing and binding.....	15, 000
Construction and equipment of laboratory facilities:	
Langley Memorial Aeronautical Laboratory..	4, 935, 000
Aircraft Engine Research Laboratory.....	9, 450, 000
Total appropriations.....	40, 942, 330

Obligations incurred during the fiscal year 1945 are listed below. The figures shown are total obligations and include the cost of personal services, travel, transportation, communication, utility services, contractual services, supplies, and equipment.

Salaries and expenses:	
Headquarters Office, Washington, D. C.....	\$407, 806
Langley Memorial Aeronautical Laboratory....	10, 832, 226
Ames Aeronautical Laboratory.....	3, 050, 071
Aircraft Engine Research Laboratory.....	10, 455, 750
Research contracts—educational institutions..	443, 587
Transfer to Bureau of Standards.....	145, 300
Printing and binding, all activities.....	13, 776
Construction and equipment of laboratory facilities: <sup>1</sup>	
Langley Memorial Aeronautical Laboratory....	881, 222
Aircraft Engine Research Laboratory.....	3, 895, 902
Total obligations.....	30, 125, 640
Unobligated balances:	
Salaries and expenses <sup>2</sup> .....	1, 207, 590
Printing and binding.....	1, 224
Construction and equipment <sup>3</sup> .....	9, 607, 876
Total appropriations.....	40, 942, 330

<sup>1</sup> Includes obligations incurred against prior year appropriations available for obligation in fiscal year 1945.

<sup>2</sup> Includes budgetary reserve of \$1,128,000.

<sup>3</sup> Remains available for obligation in future fiscal years.